

**SIX DOLLARS
PER QUARTER**

Shipping.

Hongkong, 31d November, 1890. **RUSSELL & Co.** [5118]

admit the lymphatic to Dr. Pasteur by Koch is based on the ground that the importation of medicines the composition of which is not known is illegal, a law prohibiting such imports being in existence.

LONDON, November 27th.
Severe frost and heavy snow storms prevail throughout Europe. In Paris the snow is several inches deep. Many railroad lines in Austria and Southern Russia have partially suspended operations because of snow blockades. There is a heavy snowfall in the English Channel, and a large steamer is ashore at Folkestone.

CARLSBAD, November 27th.
Damage by floods is enormous. Hundreds of sheep keepers are ruined. Hundreds of thousands of dollars will be required for public repairs afloat. A terrific storm is raging on the Black Sea.

MONTREAL, November 27th.
For a long time past the Canadian Pacific Railway has been endeavoring to discover a practicable route for getting into New York City, and its officials have now under consideration two such schemes, both of which are likely to be adopted. The first one is to run a road across New York State with a starting point on the St. Lawrence, either opposite Belleville or at a point between that town and Montreal.

LONDON, November 28th.
In the Commons to-day W. H. Smith, the Government leader, moved that Government business be given priority until the Christmas holidays. It was proposed, he said, to bring up the Irish Land Bill for its second reading on Tuesday. This announcement brought a chorus of "Oh's" from the opposition.

Labouchere protested that the rights of private members were being wrenched away from them. Gladstone insisted that the opposition was entitled to demand a further and fuller statement of the Government's proposed course of action regarding the timing of the House after the Christmas holidays.

After further debate Smith's motion was carried—223 to 173.
It is stated that even if Parnell is outvoted at Monday's meeting in Dublin he will stick to his seat for Cork and harass the Liberals as much as possible.

BERLIN, November 28th.
The *Volks-Zeitung* reports an outrage by Russian soldiers on the frontier, near Alexandrov. A party of them raided the house of a landowner, assaulted the proprietor's wife, terribly beating the man and carrying off everything of value.

PORTLAND, November 28th.
The Congressional Committee on Immigration held hearings here to-day, examining the leading citizens and officers of the labor organizations in regard to the Chinese question and Scott's Exclusion Act. Among the witnesses was Collector C. M. Bradshaw of Port Townsend. The opinion was generally expressed that the Chinese are undesirable citizens.

Mr. Bradshaw told how the Chinese are smuggled across the border, giving it as his opinion that fifty or sixty come in each month.

He recommended that the Government purchase two swift steam launches to patrol Puget Sound. This evening the committee went to Tacoma. They expect to spend a couple of days in Portland.

BURNING OF THE "SHANGHAI"

APPALLING LOSS OF LIFE.

The *N. C. Daily News* issued the following as an Extra on the 26th inst.:

"We received last night by wire from Chinkiang that the China Navigation Co's steamer *Shanghai* has been totally destroyed by fire. She left this on Wednesday for Hankow."

Since then the *Taiwo* has arrived with the second officer, third engineer, and 30 Chinese passengers of the *Shanghai* and we are able to give particulars of one of the most appalling shipwrecks that have ever happened in Chinese waters.

The *Shanghai* left Shanghai on Wednesday at 8 a.m. and reached Chinkiang either late the same night or early on Thursday morning, the 26th. She left Chinkiang at 4 a.m. with over 400 Chinese and one foreign passenger, Mr. Kniffler, on board. At about 7 a.m. when the steamer was six miles below Mud Fort, smoke was discovered coming out of the afterhold in which was stowed, amongst other cargo, a lot of cotton. The second mate, Mr. Nicholson, immediately got the fire pumps to work, and Captain Martin was informed of what had happened. Meanwhile the hose was played on the matabold hatch, but all of a sudden the hatches gave way, being burnt through, probably, and an immense volume of dense black smoke shot up out of the hatchway, which made it impossible for the second officer to remain there any longer. He then started to go forward, but found the Chinese a panic-stricken seething mass of humanity struggling vainly to get to a place of safety. He could not get through them, so crawled along outside the ship and thus got to his destination. As soon as Captain Martin saw there was no means of getting the fire under, a fact that became apparent very shortly after the alarm was given, he headed the steamer for the bank of the river and ran her so violently ashore, that her bow was right up to the bank. Under ordinary circumstances the second officer would have been able to escape, but the ship was in flames from stem to stern in less than fifteen minutes from the time of the alarm being given, and the Chinese were in such a confused mass in the alley ways that they could not get forward to escape. Many jumped overboard and were drowned, while others were burnt to death. The foreigners were able to get ashore, Captain Martin and one of the pilots being the last to leave the vessel. Mr. Kniffler waded ashore and when he landed, he was attacked by the villagers who attempted to strip him of his clothing. The Chinese passengers, who succeeded in reaching the shore, were similarly attacked and were stripped of their clothing. A Chinese mandarin gunboat and a steam launch which were near at hand never made any attempt to save any one, but the crews contented themselves with picking up things that floated from the burning steamer.

The number of lives lost will never be accurately known, but of the number who were on board at Chinkiang, only some sixty-five have been accounted for, some of the passengers, however, when they got clear of the vessel, hurried away from the scene as quickly as possible, apparently afraid of being robbed or ill-treated by the villagers. A foreigner, counted seventy-five dead bodies on the bank of the river, and he saw a drag boat rigging sixteen more. Many, of course, were burnt, so that the number of deaths is probably between two and three hundred.

The *Taiwo* was the first steamer to reach the scene of the calamity. She left Wuhu in the morning and arrived off the *Shanghai* at 2 p.m. the same day, and anchored close to her a quarter of an hour later. By this time the *Shanghai* was completely gutted. Before proceeding the look on board some of the passengers.

The *Neuchwang*, bound up, arrived just before the *Taiwo* left for Shanghai, and she anchored by the wreck.

As a coincidence it may be mentioned that the steamer *Bombay* was burnt at Wusong on 25th December, 1880—five years ago to a day.

The *Shanghai* was an iron paddle steamer of 308 tons and 300 horse power. She was built in 1873, and had an iron main-deck, while all the upper works and houses were built of wood.

ANOTHER VESSEL LOST.

The Reports of the loss of another foreign-owned vessel arrived from Shanghai this morning. The report of the occurrence which appeared in the columns of our Shanghai morning contemporary runs as follows:

On Wednesday afternoon the tug *Fuklee* and *Fairy* succeeded in towing off the *Forest King* which had been ashore on the Middle Ground below the Kiu-tsun light-vessel. Both tugs were towing ahead, the *Fuklee* being on the starboard quarter of the *Fairy*, and they had proceeded about three miles, when the *Fuklee* crashed into the starboard side of the *Fairy* abaft of the engine room, cutting through her guard, piercing the hull, and damaging her so badly that she sank in seven minutes, in 21 feet of water at low tide. The *Fuklee* had her stem broken and the plates on both sides of it stove in. The *Fuklee* having rescued the crew of the *Fairy* returned to Shanghai for repairs. It is anticipated that the *Fairy* can be raised.

THE EARTHQUAKE IN JAVA.

Batavia papers received at Singapore on the 21st inst. give particulars of a smart earthquake which took place on Friday week. At Batavia, so says the *Nieuwsblad* the shocks were slight, the motion being horizontal from North to South. The shocks slowly followed each other for a quarter of an hour, but in West and Mid Java they were heavier, and great numbers of houses cracked and were otherwise damaged. The earthquake proved heaviest in the province of Japara attended, as it was, by loss of life. The town of Japara suffered most. There the Chinese quarter is a heap of ruins, and most of the European houses are uninhabitable. A good many houses were thrown down, among those killed was the opium farmer who was buried in the ruins of a gaming house he happened to be in at the time. When the ground began to shake the losers at once fled into the open, but the losers stayed behind to save their money, and all perished. Twelve Chinese and natives were killed and 17 wounded, none of the European residents were injured. All the standing houses are in such a rickety condition that it is expected that a heavy shock will bring them down. Most of the European and Chinese inhabitants at Japara have taken refuge in bamboo dwellings in great of another visitation, a fresh shock on the Sunday following having brought on a panic. At Samarang the inhabitants became panic stricken at the shocks, which, judging from the reports, must have been felt far and wide in Java.

RUSSIA IN ASIA.

The *Nippon-jin* discusses in recent issues the position of Russia in Asia, especially in her relation to Japan. The articles show more than ordinary research and command of facts. The Tokyo periodical thinks that many of its countrymen over-rate the effective strength of Russia as an Asiatic Power. To disprove this erroneous notion is the task which the *Nippon-jin* sets itself in the present essay. There are, says our contemporary, three things which, of all others excite feelings of alarm and terror in the minds of the Japanese, namely the mighty and well disciplined army of the Czar, the construction of the Siberian railway, and the colonization of Saghalien. As to the fighting capacity of Russia in Asia, Japan need not be afraid of the great Northern Power, because, in addition to Russia's financial embarrassment, her position in Europe and in the south and west of Asia is such that she could not spare troops to operate effectively against any country in the Far East. The *Nippon-jin* writes at great length, elucidating these points with copious references to statistics and historical facts, but we cannot follow it into such minutiae. As to the Siberian railway, our contemporary observes that its completion will give a great way towards developing the natural resources of the regions through which it passes, and that it will furnish new markets for Japanese and Chinese products. In this respect the line deserves the closest attention of the Japanese nation. But its military value is comparatively small, when we remember that the gauge is narrow and the line single; that many river passages interrupt the continuity of the route, and that these rivers are frozen during several months of the year. Thus to entertain serious apprehensions, from a military point of view, about the consequences of the completion of the road, would be, we are told, to entirely misunderstand its true functions. Lastly, as to the colonization of Saghalien, our contemporary attaches little weight to it. Quite an excitement seems to have been caused in certain quarters by the report of the establishment of convict stations on that island in the course of the present year. Saghalien is extremely poor in soil and has no natural products except coal of doubtful character. It does not contain any harbors that can be used as naval stations. The colonization of such an island, need not, says the *Nippon-jin*, attract the attention of the Japanese in any extraordinary manner. Our contemporary ends its essay by a strong appeal to the nation to cast aside the absurd notions at present entertained as to the power of Russia in Asia. "If this article is not inspired by Russian agents it should prove comforting to the leading Asiatic Power—China."

JAVA NEWS.

BATAVIA, December 5th.
The day of the funeral of H. M. the King, yesterday, was generally observed as a day of mourning. Not only were all the European offices and shops closed but even those of the Chinese and Javanese to the smallest shops. The traffic of carriages and hawkers on the public roads was completely stopped, and from nearly all the dwellings, occupied by Chinese, Javanese, and small European half-breeds, the funeral service was attended by nearly all the Europeans. About four thousand people, amongst whom were the Vice-President and the members of the Council of India, the Commanders of the Sea and Land forces, the Heads of Departments, the Generals, the President and the members of the Audit Office, the Consuls representing foreign Powers, the members of the High and Military Courts, the Resident of Batavia, and other authorities, with their ladies in deep mourning, met together in William's Park, and afterwards the Governor-General and Governor-Granger presided at a banquet given by the *Adjuks* at the

EMPIRE PALE ALE EMPIRE XXX STOUT. OCTOBER BREW.

IN SPLENDID CONDITION.

EMPIRE PALE ALEPer Dozen \$ 1.50
QUARTS2.50
9 GALL CASK6.00
EMPIRE XXX STOUTPer Dozen \$ 1.60
QUARTS2.60
9 GALL CASK6.50
12.00

Casks allowed for in full when returned.

SOLE AGENTS

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

37 & 39, QUEEN'S ROAD, Hongkong, 27th December, 1890.

their places in the so seldom occupied Government seat. The fine church was decorated with mourning flowers, and orange roses were introduced into the decorations. Before the pulpit stood a life-size image of our late King, draped in black and silver. The community of the Reformed Church held a service at Kwitang and the place was filled to overflowing. There were also services at the Roman Catholic Church and at the Armenian Church of St. Johnannes.

The Official account of the attempted burning of the Kota Pahama bridge at Acheen is as follows:—On the night of the 18th of November the enemy set the southern bridge on fire, which connects the island of Kota Pahama with the mainland, and placed themselves in ambush on the island. The detachment under the command of 1st Lieut. Van der Meer Mohr, that marched out for the purpose of extinguishing the flames, were, when they reached the island, unexpectedly attacked both by rifle fire and *kleungas*. They manfully withstood the attack, however, and beat off the enemy who left four dead behind and the fire was extinguished. Our loss was two Europeans killed, six Europeans wounded, three of them slightly and one dangerously. Two coolies were also wounded. The state of health in Acheen from the 4th to the 18th of November was generally unfavourable.

The average number of patients in hospital was at against 18.4 during the previous period. Beriberi is stationary, the number of patients being the same as in the previous period.

The Court Martial at Kota has sentenced to death, by shooting, fusilier B. Maspatiella for insubordination.—*Free Press*.

FOOD FOR CONSUMPTIVES.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but it heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases, both for adults and children it is a marvellous food and medicine. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

22th December, 1890.—At 4 p.m.

22th December, 1890. - At 4 p.m.

STATION.	Latitude	Longitude	Barometer	Thermometer	Direction	Force	Wind	Weather	Remarks
Wailhook	30 51	121 00	30.0	50	SW	10	Light	Clear	
Tokio	35 41	139 45	30.1	50	SW	10	Light	Clear	
Nagasaki	32 40	128 10	30.2	50	SW	10	Light	Clear	
Shanghai	31 10	121 20	30.3	50	SW	10	Light	Clear	
Yokohama	35 30	139 40	30.4	50	SW	10	Light	Clear	
Ancy	30 10	120 55	30.5	50	SW	10	Light	Clear	
Yeddo	35 40	139 45	30.6	50	SW	10	Light	Clear	
Swatow	23 03	115 35	30.7	50	SW	10	Light	Clear	
Hongkong	22 03	114 15	30.8	50	SW	10	Light	Clear	
Victoria Peak	22 27	114 15	30.9	50	SW	10	Light	Clear	
Canton	23 05	113 25	31.0	50	SW	10	Light	Clear	
Macao	22 08	113 30	31.1	50	SW	10	Light	Clear	
Shanghai	31 10	121 20	31.2	50	SW	10	Light	Clear	
Hankow	30 40	114 10	31.3	50	SW	10	Light	Clear	
Hapihong	30 04	115 00	31.4	50	SW	10	Light	Clear	
Batavia	6 03	105 00	31.5	50	SW	10	Light	Clear	
Amoy	24 05	118 05	31.6	50	SW	10	Light	Clear	
Manila	14 35	120 55	31.7	50	SW	10	Light	Clear	
Cebu	10 30	123 45	31.8	50	SW	10	Light	Clear	
Calcutta	22 30	88 30	31.9	50	SW	10	Light	Clear	
Bombay	18 55	72 55	32.0	50	SW	10	Light	Clear	
Colombo	6 55	79 55	32.1	50	SW	10	Light	Clear	
Singapore	1 15	103 45	32.2	50	SW	10	Light	Clear	
Penang	5 40	100 20	32.3	50	SW	10	Light	Clear	
Malacca	2 10	102 10	32.4	50	SW	10	Light	Clear	
Sumatra	0 00	101 00	32.5	50	SW	10	Light	Clear	
Java	6 00	105 00	32.6	50	SW	10	Light	Clear	
Batavia	6 10	106 10	32.7	50	SW	10	Light	Clear	
Sourabaya	7 10	111 10	32.8	50	SW	10	Light	Clear	
Medan	3 30	98 30	32.9	50	SW	10	Light	Clear	
Palembang	0 00	104 00	33.0	50	SW	10	Light	Clear	
Bandjoe	4 00	101 00	33.1	50	SW	10	Light	Clear	
Belitong	5 00	102 00	33.2	50	SW	10	Light	Clear	
Labuan	5 00	116 00	33.3	50	SW	10	Light	Clear	
Brunei	4 00	114 00	33.4	50	SW	10	Light	Clear	
Manila	14 35	120 55	33.5	50	SW	10	Light	Clear	
Cebu	10 30	123 45	33.6	50	SW	10	Light	Clear	
Calcutta	22 30	88 30	33.7	50	SW	10	Light	Clear	
Bombay	18 55	72 55	33.8	50	SW	10	Light	Clear	
Colombo	6 55	79 55	33.9	50	SW	10	Light	Clear	
Singapore	1 15	103 45	34.0	50	SW	10	Light	Clear	
Penang	5 40	100 20	34.1	50	SW	10	Light	Clear	
Malacca	2 10	102 10	34.2	50	SW	10	Light	Clear	
Sumatra	0 00	101 00	34.3	50	SW	10	Light	Clear	
Java	6 00	105 00	34.4	50	SW	10	Light	Clear	
Batavia	6 10	106 10	34.5	50	SW	10	Light	Clear	
Sourabaya	7 10	111 10	34.6	50	SW	10	Light	Clear	
Medan	3 30	98 30	34.7	50	SW	10	Light	Clear	
Palembang	0 00	104 00	34.8	50	SW	10	Light	Clear	
Bandjoe	4 00	101 00	34.9	50	SW	10	Light	Clear	
Belitong	5 00	102 00	35.0	50	SW	10	Light	Clear	
Labuan	5 00	116 00	35.1	50	SW	10	Light	Clear	
Brunei	4 00	114 00	35.2	50	SW	10	Light	Clear	
Manila	14 35	120 55	35.3	50	SW	10	Light	Clear	
Cebu	10 30	123 45	35.4	50	SW	10	Light	Clear	
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Colombo	6 55	79 55	35.7	50	SW	10	Light	Clear	
Singapore	1 15	103 45	35.8	50	SW	10	Light	Clear	
Penang	5 40	100 20	35.9	50	SW	10	Light	Clear	
Malacca	2 10	102 10	36.0	50	SW	10	Light	Clear	
Sumatra	0 00	101 00	36.1	50	SW	10	Light	Clear	
Java	6 00	105 00	36.2	50	SW	10	Light	Clear	
Batavia	6 10	106 10	36.3	50	SW	10	Light	Clear	
Sourabaya	7 10	111 10	36.4	50	SW	10	Light	Clear	
Medan	3 30	98 30	36.5	50	SW	10	Light	Clear	
Palembang	0 00	104 00	36.6	50	SW	10	Light	Clear	
Bandjoe	4 00	101 00	36.7	50	SW	10	Light	Clear	
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Malacca	2 10	102 10	37.8	50	SW	10	Light	Clear	
Sumatra	0 00	101 00	37.9	50	SW	10	Light	Clear	
Java	6 00	105 00	38.0	50	SW	10	Light	Clear	
Batavia	6 10	106 10	38.1	50	SW	10	Light	Clear	
Sourabaya	7 10	111 10	38.2	50	SW	10	Light	Clear	
Medan	3 30	98 30	38.3	50	SW	10	Light	Clear	
Palembang	0 00	104 00	38.4	50	SW	10	Light	Clear	
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Manila	14 35	120 55	38.9	50	SW	10	Light	Clear	
Cebu	10 30	123 45	39.0	50	SW	10	Light	Clear	
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Penang	5 40	100 20	39.5	50	SW	10	Light	Clear	
Malacca	2 10	102 10	39.6	50	SW	10	Light	Clear	
Sumatra	0 00	101 00	39.7	50	SW	10	Light	Clear	
Java	6 00	105 00	39.8	50	SW	10	Light	Clear	
Batavia	6 10	106 10	39.9	50	SW	10	Light	Clear	
Sourabaya	7 10	111 10	40.0	50	SW	10	Light	Clear	

ADVERTISEMENTS for the
HONGKONG DIRECTORY will be
received up to WEDNESDAY, the
31st instant.

"THE HONGKONG TELEGRAPH" ON

Fedd's Hill,

Hongkong, 17th December, 1890.

Auctions.

PUBLIC AUCTION

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on FRIDAY, the 2nd January,
at 4 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's, and connecting Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.
First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full, value of same is required.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hankow, 27th December, 1890.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"GAELIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 10th January,
at 1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full and sent will be received at
the Company's Office until Five P.M. the day
previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
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San Francisco.
For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hankow, 19th December, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT
SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 18th day of January,
1891, at 11 A.M., the Company's Steamship
"PREUSSEN," Captain Reinkeisen, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon,
Cargo will be received on Board until 4 P.M.
Specie and Parcels until 5 P.M., on 17th
January. (Parcels) are not to be sent on Board;
they must be left at the Agency's Office. Con-
sents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars apply to
MELCHERS & Co.,
Agents.
Hankow, 12nd December, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

PARTHIA.....THURSDAY...1 Jan. 8th.
BATAVIA.....THURSDAY...1 Feb. 8th.

THE Steamship

"PARTHIA."
Captain Pantou, R.N.R., sailing at Noon, on
THURSDAY, the 8th January, will proceed
to VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.
To Vancouver and Victoria.....\$210.00
To Port Townsend, Seattle, Tacoma.....\$210.00
To Portland, Oregon.....\$220.00
To Winnipeg, Minneapolis, St. Paul.....\$260.00
To Chicago, Kansas City, Milwaukee.....\$275.00
To St. Louis, Detroit, Cincinnati.....\$280.00
To Hamilton, Kingston, London (Ont.)
Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington.....\$290.00
To Quebec, Boston, Portland (Maine)
To Halifax, St. John.....\$305.00
To Liverpool.....\$325.00
To London.....\$332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full, value of same is required.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hankow, 27th December, 1890.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"GAELIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 10th January,
at 1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full and sent will be received at
the Company's Office until Five P.M. the day
previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hankow, 19th December, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT
SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 18th day of January,
1891, at 11 A.M., the Company's Steamship
"PREUSSEN," Captain Reinkeisen, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon,
Cargo will be received on Board until 4 P.M.
Specie and Parcels until 5 P.M., on 17th
January. (Parcels) are not to be sent on Board;
they must be left at the Agency's Office. Con-
sents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars apply to
MELCHERS & Co.,
Agents.
Hankow, 12nd December, 1890.

Insurances.

THE STANDARD
SCOTTISH LIFE OFFICE OF 64 YEARS
STANDING, AND ONE OF THE WEALTHIEST
AND MOST PROGRESSIVE OF THE PROVI-
DENT INSTITUTIONS OF THE UNITED
KINGDOM.

THE Standard has a long record of good
services to refer to: its Funds, annually
increasing amount to £7,000,000 Stg.; the
Premiums are moderate; and all modern features
consistent with safety have been adopted.

ADAMSON, BELL & Co.,
Agents, Hongkong.

THE EQUITABLE LIFE ASSURANCE
SOCIETY
UNITED STATES.

RUSSELL & Co.,
Agents.

Hongkong, 14th November, 1890. [156]

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.

THE Undersigned having been appointed
Agents for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [156]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Undersigned having been appointed
Agents for the above Company, are
prepared to ACCEPT RISKS against FIRE and
LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [157]

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
3c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [127]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000. \$833,333.33.

RESERVE FUND.....\$18,000.00.

BOARD OF DIRECTORS.

LEE SHUN, Esq. LO YUEN MOON, Esq.

LOU TAO SHUN, Esq.

MANAGER.—HO ANEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES on all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1884. [1750]

Hotels.

THE SHAMEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
River Steamer Wharves, is now open to receive
Visitors.

The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally will be
found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every
luxury in season, and the cuisine is in ex-
perienced hands.

Wines, Spirits, Malt Liquors, &c., of the best
quality only.

A. F. DO ROZARIO,
Manager.

Hongkong, 4th November, 1890. [1047]

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now
situated in the Harbour of Victoria, offers
guests exceptional advantages for Healthfulness
and Refreshing breezes; the avoidance of street
noise, and wholesome odours, &c.
Grand Promenade Deck, Airy Dining Room,
Ladies' Parlor, Billiard and Reading Rooms,
Commodious Bedrooms, with separate Bathroom
and Verandah to each.
The Table D'Hôte is unexcelled.
The Hotel Launch runs regularly to and from
Paddlers' Wharf and the Hotel Free of Charge;
for time table see Bills.

Hongkong, 13th August, 1890. [1178]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore is one
of the best and healthiest parts of Macao,
and commanding an admirable view facing the
South, was OPENED as a HOTEL on the
1st July.

Every comfort will be provided for visitors, with
excellent cuisine and choice Wines.

Hot, Cold, Shower, and Sea Water Baths.
Large and well Ventilated Dining, Billiard, and
Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

Mrs. MARIA R. DOS REMEDIOS,
Proprietress.

Hongkong, 19th July, 1889. [1087]

NOTICE.

JAY'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale
of JAY'S WOOD PRESERVER OR ANTISEPTIC
PAINT, and are prepared to supply quantities to
wholesale and retail purchasers, at Wholesale Prices, Extra Special
rates for Shipping and Large Orders.

St. Bonnet, Rawlinson, C.B., C.E., Chief
Sanitary Engineer, Local Government, Beach,
London, says: "It is the best disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th July, 1889. [111]

To be Let.

TO BE LET, AT THE PEAK.

ON reasonable terms, "CRAGIEBURN,"
containing Dining, Drawing, Reception
Rooms, Offices and 20 Bed-rooms, with two
Tennis courts.
Apply to the
SECRETARY,
Peak Hotel & Trading Co.
Hongkong, 11th December, 1890. [1692]

TO LET.

NOS. 4, 7, 9 & 11, SEYMOUR TERRACE.

ROOMS in College Chambers
No. 4 OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught
House, Queen's Road Central.

OFFICES in Victoria Buildings.

TUSCULUM MAGAZINE GAP.

No. 3, GOUGH HILL, The Peak, Furnished.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th December, 1890. [13]

TO LET.

BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 24th December, 1890. [1160]

TO LET.

MAGAZINE GAP.—Two Semi-detached
Houses. Rent \$45 each.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 2nd December, 1890. [1648]

TO LET.

FIRST FLOOR OF HOUSE, 15, Praya
Central.

2ND FLOOR OF HOUSE, No. 54, Queen's
Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [169]

TO LET.

With Immediate Possession.

No. 17, PRAYA CENTRAL.

A SPACIOUS GODOWN—suitable for Ship-
chandlery or Store (lately occupied by
Messrs. Blackhead & Co.)
Also
OFFICES—above Messrs. Douglas, LaPrak
& Co.'s Premises.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 16th December, 1890. [1717]

TO LET.

With Immediate Possession.

THE MARINE HOTEL.

SITUATE on the Praya, opposite to the old
S. P. & O. Wharf, comprising 122 Bed-
rooms, Dining-room, Billiard-room, Bar, &c.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 16th December, 1890. [1718]

TO LET.

NOS. 25 & 27, ELGIN STREET, behind
the Old Union Church.

Apply to
ACHEE & Co.
Hongkong, 6th November, 1890. [1514]

For Sale.

NOW READY.

THE HONGKONG JOCKEY CLUB
RACE MEETING, 1890.

A Full Descriptive Report, in pamphlet form.

Orders may be sent to the following Agents:—
Mr. W. Brewer,
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
The Hongkong Trading Co., Ltd.
The "Hongkong Telegraph" Office,
Paddlers' Hill.

Hongkong, 8th March, 1890.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central. [921]

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preserva-
tion of Wood, Walls, Ropes and Ship's
Tackle. May be applied to Beams, Floors, Wal-
siding, Wooden Ornament, Eaves, Roofs,
Wooden Sheds, Farmers' and Gardeners' Im-
plements, Carts, Posts, Fences, Stables, Gates,
Bridges, Boats, and all Timber underground.
Effectually excludes all dampness from walls
painted with it and entirely prevents the crum-
bling away and decay of both stone and bricks.
White ants do not touch wood painted with
Carbolineum Avenarius.

Used during the last 14 years with the utmost
success, as proved by numerous Testimonials
from living authorities.

Sold in casks of about 450 lbs. net. Price
8 cents per lb.

For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.
Hongkong, 2nd December, 1889. [1639]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
Sole Agents for Louis Audemars' Watches;
awarded the highest Prizes at every Exhibition;
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [711]

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS, and LUMBER
Always on Hand.

L. MALLORY,
Hankow, 24th June, 1891. [161]

For Sale.

FOR SALE.

HAMMOND TYPE-WRITER,
Nearly New.

THE Hammond Type-writing Machine is
acknowledged by experts to be the most
complete type-writing machine in use. Was
awarded the Gold Medal at the Paris Exposition
1889.
Apply to
c/o Hongkong Telegraph Office,
Hongkong, 27th December, 1890. [1768]

INTIMATION.

F. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central
(Opposite Paddlers' Wharf).

SOLE AGENTS
for
RAHTEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially man-
ufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS,
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD

CHR. MOTZ & Co., BORDEAUX CLARETS.

WAX HAASEN'S FRANKFURT OR M.
CONSERVED MEATS,
VEGETABLES and FRUIT
CEMENT from the celebrated Factory of Hem-
moor.

SWEDISH TAR and OREGON PINE
LUMBER.

FIENSBURG STOCKBEER,
BREWERS and BLACKSMITHS'
MACHINERY and TOOLS.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 26th June, 1889. [130]

FOR SALE.

THE Steam Launch
"E L K"
Principal Dimensions are:—36 feet.
Breadth.....7 " "